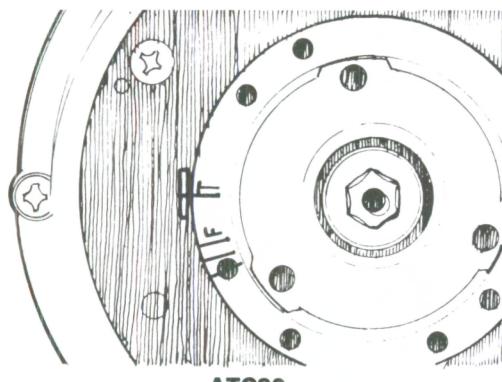
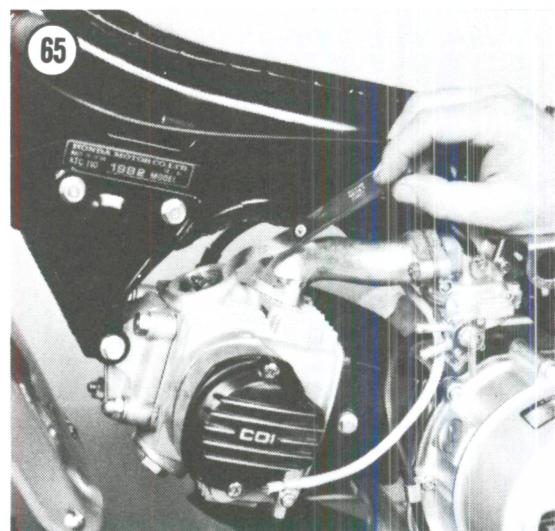


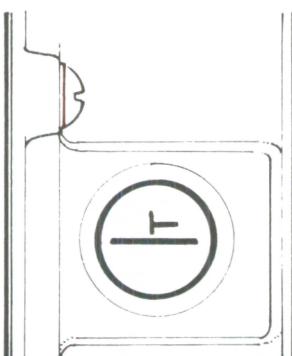
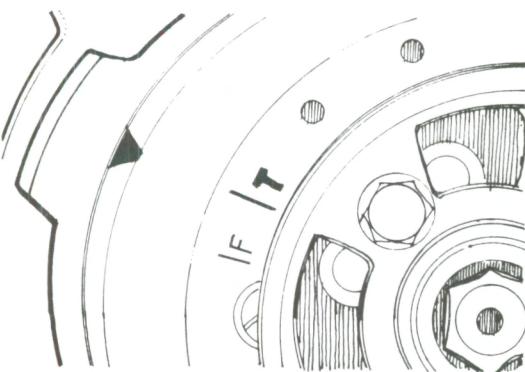
64



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not slip when the locknut was tightened. Readjust if necessary.

13. Rotate the engine 360° and repeat Step No. 11 to make sure the adjustment is correct. If the clearance is still not correct, repeat Step 12 until it is correct.

14. Inspect the rubber gasket on each valve adjusting cover. Replace if they are starting to deteriorate or harden; replace as a set even if only one is bad. Install both covers and tighten securely.

15. Install the spark plug and attach the spark plug lead.

16. On models so equipped, install the timing inspection cover on the left-hand crankcase cover.

17. Install the valve adjuster covers, the recoil starter assembly, the gearshift lever and the seat/rear fender assembly.

CAMSHAFT CHAIN TENSIONER ADJUSTMENT

In time, the camshaft chain and guide will wear and develop slack. This will cause engine noise and, if neglected too long, will cause engine damage. The chain tension should be adjusted every 30 days of operation or if it becomes noisy.

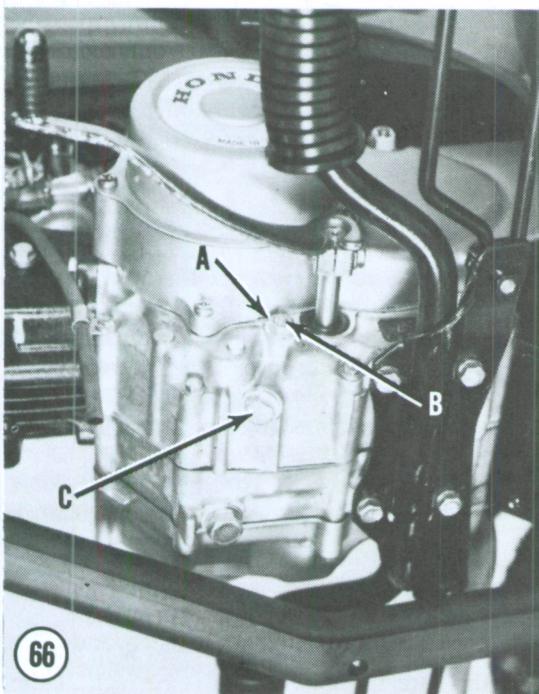
1. Place the ATC on level ground and set the parking brake.

2. Start the engine and let it reach normal operating temperature. Shut off the engine.

3. Restart the engine and let it idle.

4. Loosen the cam chain tensioner locknut (A, Figure 66).

5. Slowly loosen the cam chain tensioner adjust bolt (B, Figure 66) *counterclockwise* 1/2 to 1 1/2



66

turns. The tensioner will automatically adjust. Retighten the adjust bolt and locknut.

6. If the cam chain is still noisy, remove the 14 mm cam chain tensioner sealing bolt (C, Figure 66). Use a screwdriver and gradually turn in the tensioner adjust screw (Figure 67) until the cam chain is no longer noisy. Install the sealing bolt.

NOTE

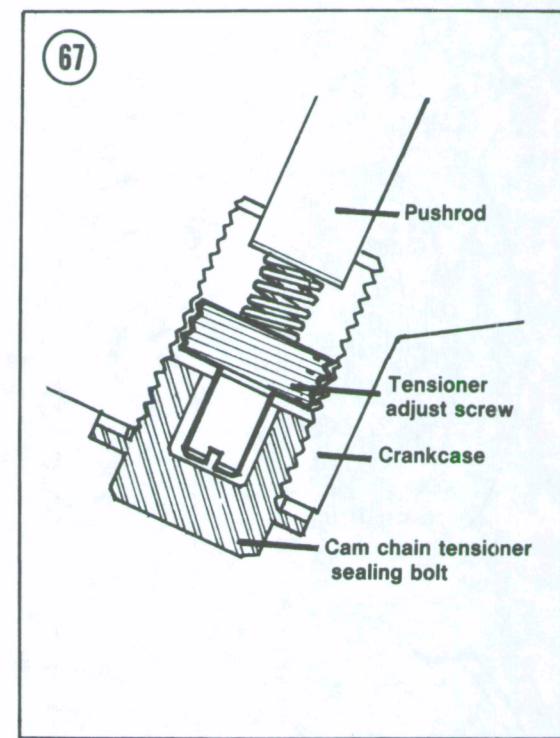
If the cam chain is still noisy after Step 6, there is a problem with the cam chain tensioner assembly. Remove the tensioner assembly and inspect it as described in Chapter Four.

COMPRESSION TEST

A compression test should be run every 30 operating days. Record the results and compare them with the readings at the next test interval. A running record will show trends in deterioration so that corrective action can be taken before complete failure occurs.

The results, when properly interpreted, can indicate general cylinder, piston ring and valve condition.

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.
2. Start the engine and let it reach normal operating temperature. Shut the engine off.



3. Fully open the throttle lever. Raise the choke lever or push the knob all the way down to the completely open position.

4. Disconnect the spark plug wire and remove the spark plug.

5. Connect a compression gauge to the cylinder following the manufacturer's instructions (Figure 68).

6. Operate the recoil starter several times and check the readings.

CAUTION

On models with a CDI ignition, do not turn the engine over more than absolutely necessary. When the spark plug lead is disconnected the electronic ignition will produce the highest voltage possible and the ignition coil may overheat and be damaged.

7. Remove the compression gauge and record the reading. The readings should be as follows:

- a. ATC70 and ATC90: 10-12 kg/cm² (142-170 psi).
- b. ATC110 and ATC125M: 11-14 kg/cm² (156-198 psi).

If the reading is higher than normal, there may be a buildup of carbon deposits in the combustion chamber or on the piston crown.

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